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THE HONGKONG DISPENSARY.

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Only communications relating to the new columns
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Correspondents must forward their names and ad-
resses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
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DEATHS.

On the 3rd July, at Kuala Gips, Kelantan, Wt.
Rendani, of New Zealand, Dredge-Master in the
employ of the Duff Syndicate, Ltd. Drowned
while bathing.

On the 5th July, at Penang, MARIE FLORENCE,
widow of the late Capt. J. F. MILLS, of Penang
and Rangoon, aged 85 years.

On the 15th July, at Madras Hall, Penang,
JAMES LOAN, Surgeon Dentist, second son of the
late ABRAHAM LOAN, of Penang.

On the 16th July, at Payah Lane, Singapore,
FELICIA CONSTANCE (CONNY), the eldest daughter
of H. and M. E. ANGUS, aged 9 years and 6 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th July, 1902.

THE Committee of the Hongkong Chamber
of Commerce at their last meeting discussed
a very important subject, namely, the ques-
tion of the facility with which under the
existing local law a Chinese employee can
leave his employer without giving notice or
compensation and without fear of a penalty
for so doing. When it is considered that
in the numerous large industrial and
commercial undertakings in this Colony
some thousands of natives are employed,
it is readily realised that the contin-
uance and increasing popularity of this
practice is productive of much loss and
serious inconvenience to employers of labour.
Previous to the introduction of the present
Pielee Ordinance, which in certain respects
is one of the most vexatious gifts we have
received from a considerate Council, the
same law practically applied to the native
employees as to the domestic servant. For
some reasons, this law was altered, no
doubt with the good intention of freeing the
artisan from certain restraints. The idea
presumably was to place the native work-
man here on the same footing as the
artisan in England, on the assumption
that his moral conception of the relations
between capital and labour was equal. If
those responsible for the Ordinance had
elected to consult the leading employers of

native labour, a course perhaps questionable
but often advisable in Hongkong, they
would have hesitated before affording
the present facilities to the native
employee to evade his responsibilities and
to inflict loss on his employer. Such
is unknown in Chinese law, for in the
Mixed Court at Shanghai severe penalties
and floggings are inflicted for such breaches
of contract, where loss has been proved. In
England the employer has the opportunity
to recover in the County Court, and it is
assumed that such is the only remedy left
here to an employer, but there are nume-
ous obstacles against redress in this way,
the principal being the identity and the
location of the offender.

Our law-givers, we are afraid, overlooked
the fact that the native artisan in nearly
every case knows the local law only to
evade it. It is natural that the class to
which he belongs should think it quite
proper if they can possibly evade any regula-
tion or law foreign to their conception and
judgment. The result is, instead of having
two honest parties to a contract, one, the
native who is protected, usually acts dis-
honestly and causes loss to the other, who
is unprotected by the law. It matters not
to the unscrupulous workman whether
his leaving suddenly without explana-
tion or notice, with his fellows, will ruin
a contract and increase expenses; if he
is a little considerate he may first demand
a large increase of pay, and promptly quit
if unsuccessful. This is a frequent source
of intimidation. It is a very serious mat-
ter affecting every employer of labour, large
or small, in this Colony, and we do not
hesitate to admit that we write from personal
experience. Under the existing law
employers have no apparent redress and no
satisfactory means of securing compensation.
It is almost absurd to expect employers of
labour to sue absconding workmen in the
Civil Court, so the majority prefer to
silently suffer instead of spending valuable
time in taking such proceedings. In our
own case the evil had become so serious and
unbearable that we were compelled to test
every means afforded for redress, with the
object of making an example. At the
Police Court we were referred to the Civil
Court, and in January last we paid for
summons against absconders actually
working in other offices. Since then we
have waited for the cases to be called on,
but without result. We only quote our
personal experience to prove that under
existing law an employer is at the mercy
of an unscrupulous native workman, who, as
a skilled labourer, and by means of his
guile, may increase wages as he so desires,
or may abscond at his own sweet will,
causing serious loss, without fear of pain or
penalty or stroke of conscience, because he
transgresses no local Ordinance. We submit
that such is an intolerable state of affairs
which should be immediately remedied.

THE correspondence which we published
yesterday as having passed between the
Chamber of Commerce, the Government,
and three leading shipping houses throws
much light on the vexed question of the
entrance into the Philippine Islands of
Chinese stowaways from Hongkong. Since
the annexation of these islands by the
United States, there has been an increasing
demand for labour with a consequent aug-
mentation of wages; and it is little wonder
that the Chinese coolie, looking upon the
Philippines with longing eyes, risks the
penalties of the stowaway and runs the
blockade of the perilous Exclusion Law in
order to reach his golden El Dorado. Nor
is it surprising under these conditions that
secret agencies have sprung into existence
here for the purpose of smuggling coolies
into the Philippines. That such agencies
have been long in operation was already
well known, and the seriousness of the evil
and the urgent need for its suppression
were recently brought home in a very
forcible manner to the minds of all parties
concerned by the case of the *a.s. Kaifong*,
on which no less than one hundred and
thirty-four stowaways were found secreted,
while on a voyage from Hongkong to Cebu.
Perhaps it was only natural that one should
have doubts, at the first glance, as to
whether such a great number of men could
be stowed away without equivocation, and
certainly the American Press of the archi-
pelago did not err on the side of generosity
when, considering the possible culpability
of all on board the steamer, from captain to
cabin-boy. As a matter of fact the presence
of the stowaways on board was discovered
by the master and officers before Cebu was
reached. On arrival there, the harbour
authorities were notified and the *Kaifong*
was put under a bond of \$70,000 (gold) to
return the underslaves to Hongkong. This
was done and the ship discharged. The
result of subsequent proceedings at the
Magistracy and of careful private enquiry
made by the agents, Messrs. BURNHARDT
& SWIRE, went to show that the whole thing
was a carefully arranged conspiracy in
which all or nearly all of the native crew
must have been in confederacy to secrete

the stowaways without the knowledge of
the European officers—not a difficult feat
when it is considered that thirty were thus
working against six and that the stowing
of the cargo was directly in the hands of a
Chinese steward and compadres. As
the agents of the *Kaifong* point out,
nothing is easier for these people to
arrange the stowage of the cargo in
such a way, when the officers' backs are
turned, as to leave vacant spaces for the
accommodation of stowaways who come on
board at night and are secreted away with
the knowledge of the quartermaster on deck
while the officers are asleep. That is what
was done in this case. The suspicious of the
captain and officers being aroused and a
search instituted, it was found that properly
constructed rooms had been formed among
the cargo and that these were full of
stowaways. When they were brought back
to Hongkong, the men were prosecuted and
fined, but the police were unable to lay
hands on the real culprits, the people
responsible for the presence of these stow-
aways on board the ship. It was as a result
of that case that the Chamber of Commerce
approached the Government with a view to
having an amendment of the law made in
the direction of greater stringency and
heavier penalties with regard to stowaways.
In their reply to this communication the
Government indicated their belief that the
abuse complained of was largely due to the
neglect of the ships' officers and to the fact
that no penalty had been inflicted upon
them. In face of the responses which that
statement has now evoked from the China
Navigation Co., Ltd., the China and Manila
Steamship Co., Ltd., and the Indo-China
Steamship Navigation Co., Ltd., we do not
see how the Government can any longer
maintain the position which they had taken
up on the question. These responses con-
stitute a thorough vindication of the
respective shipping Companies concerned;
they also strengthen the hands of the
Chamber in its respectful demand for
an amendment of the Ordinance. It is
suggested that the penalty to which a stow-
away is liable should be no longer a fine
but a term of hard labour imprisonment
without the option. On the Government
will fall the responsibility of saying what
that term shall be, if they decide to meet
the wishes of the Chamber in the matter;
and there certainly appears to be no other
solution of the difficulty than to provide a
vigorous deterrent in the shape of hard
labour upon the actual stowaways, so long
at least as the police authorities are unable
to lay the more culpable aiders and abettors
by the heels.

The German gunboat *Lucho* arrived yesterday
from Swatow.

Four fatal cases of plague were reported as
having occurred during the 24 hours ended at
noon yesterday.

H.M.S. *Terrible* will leave for home on
Monday next, but will remain at Singapore to
assist in the Coronation rejoicings.

The *s.s. Kiangsi*, which was recently lost
near Swatow, had on board a number of mail
bags. These were secured in the captain's deck
house, which was washed overboard, and the
mails were lost.

By kind permission of Major Berger and
officers, the band of the Hongkong Regiment
will play at the Hongkong Hotel to-night from
8 to 9.30 o'clock. Programme:—
March .. "National Favourites" .. Sousa
Overture .. "Zampa" .. Herold
Selection .. "Les Coches de Corneville" .. Franquet
Waltz .. "Dancing the" .. Cote
Fantasia .. "Italian Melodies" .. Franz
Spanish Serenade .. "Le Paloma" .. Hartmann
Extra.
Waltz .. "Marchen aus dem Quallenthal" .. Petras
"God Save the King."

A telegram has been received at Singapore,
from the Secretary of State for the Colonies,
stating that the departure of the Straits Settle-
ments Coronation Contingent has been
postponed *sine die*. This probably means that
the Contingent will not leave England till after
the 12th proximo. The leave of absence
granted to those members of the S.V.C. Con-
tingent who are in Government service has
been extended on half-pay till the return of
the Contingent.

A shipping correspondent in forwarding us
a typhoon warning issued yesterday by the
Hongkong Observatory congratulates this de-
partment on its sudden and appreciated display
of energy. He hopes it will not be the only
result of the foregoing recently given to the
Observatory as the port is still a long way behind
Shanghai in respect to such warnings and the
method of giving them, although Shanghai has
to thank the Jesuit fathers for their voluntary
work and not a Government department.

A Weehang despatch to the *N.C. Daily News*
reports that it is rumoured in the city that
the tariff negotiations that have been going on
there for the past ten days or so, between the
British and Chinese Tariff Commissioners,
were conducted in a very harmonious and
equitable spirit, and as a consequence the new
Commercial Treaty may soon become a fact
accepted. In view of this the Tariff Com-
missioners were expected to leave Weehang
for Shanghai on the 19th instant.

The Sultan of Zanzibar, Hamud bin
Muhammad, who has reigned since 1896, has
died, aged 49 years.

A Berlin telegram of the 19th inst. states
that the Government of the United States and
the Pope have arranged all pending questions
of religious interests in the Philippines.

The Campanile of St. Mark's in Venice will
be rebuilt, says a Berlin telegram. The Gate
of San Andrea (?) at Venice is subsiding on one
side; precautions have been taken to prevent
collapse.

Referring to the bitter anti-British article
by Prince Hsiao Ukikamaki which appeared
in the last number of the *Contemporary Review*,
and in which the writer said "it would be no
wonder if some fine morning the bakers in
Hongkong and Singapore served up their bread
spiced with arsenic," the *Straits Times* remarks
that to many it is not known that poisoning
bread with arsenic for the destruction of for-
eigners was actually tried by the Chinese
bakers at Hongkong in 1837, during the Second
China War.

Mr. Davitt describes "Colonel" Lyne, M.P.,
as "a young man about thirty-five, tall, hand-
some and accomplished. He is a graduate of
Melbourne University, and is in every sense,
physically and intellectually, a worthy repre-
sentative of the Australian-born sons of Ireland.
He proved himself to be an able commander,
and enjoyed the confidence of General Buller,
who spoke of him to me as 'one of the very best
of my officers.'" According to the same
authority, he is "an able linguist speaking
French and German with fluency."

"Newspaper reporters hear many peculiar
things, and see a variety of unusual episodes,
but the gentleman who generally amuses the
note-taker most is the man that 'faucets'
himself in public speaking, who declines to
write out his speech, and who will declare with
most positive conviction that what afterwards
appears in the newspaper is not what he said.
Such a man is instinctively—and generally
unconsciously—a liar." Such is the dictum
of the *Straits Times*. The class of speaker
referred to is not unknown in Hongkong.

According to a telegram in the *Asahi*, the
Japanese residents of Shanghai were proposing
to hold a meeting to protest against an alleged
disrespectful reference to Prince Komatsu
which appeared in the *North-China Daily News*
and was ignored by the Japanese Consul. It
appears the Shanghai paper said that it was
hearing too much of Prince Komatsu in the
telegrams. Mr. Drummond, the well-known
barrister, protested against the remark that was
made, and the editor thereupon replied that not
one out of a hundred of the readers of the
N.C. Daily News had any interest in the
movements of Prince Komatsu.

The ten steel gunboats now under construc-
tion for the American Government at the
yards of Messrs. S. C. Farman, Boyd and
Co., Ltd., at Shanghai, are rapidly approaching
completion. The boats will be used to patrol
the Philippine coast. The gunboats are of a com-
posite type, with hulls of steel and upper works
of wood. They will be schooner-rigged with
two masts each. The hulls will be of a marine
multitubular type with compound surface
condensing engines capable of developing
a speed of ten knots. The machinery will be
placed amidships. The coal capacity will be
seventy-five tons. The armament of each
vessel will include two Gatlings and one pounder
rapid-fire rifle. Electricity will be used
throughout for lighting purpose. The follow-
ing are the dimensions of the vessels:—Length
over all, 135 feet; b.p. 140 feet; extreme
breadth, 25 feet; depth, moulded, 11 feet 9
inches; draught 9 feet 6 inches.

The court-martial on Lieut. Cecil B. Rooke
for having negligently or by default, boarded
the *Recruit*, t.b.d., on 27th May, when she
stranded near Land's End, was resumed on the
19th ult. on board the *Cambridge*, gunnery school
ship, at Devonport. Lieut. Rooke in his defence
said that he posted one man on each end of the
forebridge on the look-out. The small chart he
was using showed nothing but deep-water
courses, and as he was in deep water he did not
think it necessary to take soundings. As
further accounting for the accident, he asked
the Court to take into consideration the tides
and currents some ten miles from the shore,
which were not generally known and were very
changeable. There were also the mists and
magnetic attractions in the neighbourhood
which were strong enough to affect the ship's
compass. The Court, after deliberating in
private, found that the charge was proved, and
sentenced Lieut. Rooke to be severely reprimanded.

The *Outlook* is responsible for the following:—
When Mr. Wilfrid Sparrow went to Paris as
tutor to the children of H.H.H. Zillie-Sultan,
G.O.S.I., he kept a note-book. Or, if not, how
could the following account of his first interview
with that dashing, free and easy young Prince,
Akbar Mirza, have got into *Pearson's Children*
of the *Royal Family* (John Lane)? When he
shook hands with me, it was to say in English
with manifest pride in his fluency of speech,
"How do you do, yes, sir? I am content to
see you, and I hope you are better." And how
old are you?" I asked. His reply smacked of
Ollendorf. "I do not know, sir," then
thoughtfully, "but I have been to Tiberias."
I was at my wit's end to divine the connection.
"Indeed," I said, "When was that?" This
time his reply in French gave me something
of a shock. "J'avais été dans le Vieux de
deux ans, Monsieur." To which the discriminating
discerning reader will say, "His answer simply was
a dead end."

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

(FROM OUR SPECIAL CORRESPONDENT.)

LONDON, 24th July, 7.30 p.m.

JAPANESE BARON IN LONDON.

Baron Watanabe, having visited the
greater part of Europe, has arrived in
London. When interviewed, he said he
had no special mission, but was closely
studying European financial and commercial
questions.

REUTERS'S SERVICE.

LONDON, 23rd July.

THE CHANCELLOR OF THE
EXCHEQUER.

There is reason to believe that considerable
pressure is being used to induce Sir Michael
Hicks Beach to remain in office until after the
next budget, his colleagues desiring him to
arrange a scheme for paying off the debt which
has increased since 1899.

LONDON, 23rd July.

THE PRIVY COUNCIL.

His Majesty King Edward will hold a Privy
Council at Cowes next Saturday.

ROWING—DEFEAT OF BERLIN
OARSMEN.

Leander has beaten the Berlin crew of
oarsmen in the final for the International
Challenge Cup at the Cork Regatta.

THE RUSSIAN COMMERCIAL
PROPOSALS.

Mr. Balfour states that the Government is
considering the Russian proposals for a joint
agreement, having for its object the protection
of international commerce.

THE SINGAPORE MURDER.

On the 19th inst. at Singapore, Josef Gonit,
who is charged with the murder of a rich
coolie at Tanjong Pagar, was brought up on
remand before Mr. Justice. Inspector Howard
conducted the enquiry. The defendant was not
represented. Mr. Felix Hourant of the French
Consulate acted as interpreter. The defendant
stated charged with the murder of a rich
coolie, Kau Sam On, at about 5 a.m. on the 4th
inst. on the Keppel Road. The prisoner was
supplied with a chair to the dock and he received
the incriminating evidence with apparent calm-
ness, showing keen interest in the proceedings,
but never proffering to question the witnesses
who spoke for the prosecution. He sat pale
and unmoved, his sallow complexion contrasting
with a dark brown moustache and black hair.
He appears to be about 35 years of age, and
wore a soiled white coat and khaki trousers. Dr.
Fraser, house surgeon, General Hospital, was
the first witness heard yesterday. He deposed
to the prisoner being taken to him by
D. S. Frayne, and on arrival, accused's clothes
were found to bear dry stains of blood. There
were blood stains on the front and back of both
his hands. The stains were dry. After other
evidence, the case was adjourned till the 23rd,
when the accused will probably say something
in his defence.

CRICKET.

SHANGHAI R.C.C. H.C. AND S. BANK.
In the above match at Shanghai on Saturday
last the Bank staff fared badly. Appended are
the scores and analyses.

H.C. AND S. BANK.	
A. J. McClure, c. T. Vetch, b. Walter	15
S. Gilmore, c. T. Vetch, b. Turnbull	0
W. H. Bell, b. S. M. Wallace	0
H. D. Sharpe, b. S. M. Wallace	0
A. M. Bell, c. T. Vetch, b. Walter	12
E. M. McEwen, c. T. Vetch, b. Walter	1
N. L. Armitage, b. S. M. Wallace	1
J. Dyer, b. T. Wallace	2
T. A. McEwen, c. T. Vetch, b. S. M. Wallace	2
G. W. Wood, not out	5
E. E. Hooper, b. T. Wallace	0
Extras	10
Total	72

SHANGHAI RECREATION CLUB.	
W. J. Turnbull, b. McClure	10
W. B. Fother, c. McEwen, b. Sharpe	19
T. Vetch, not out	12
C. Moore, not out	4
T. Wallace, b. Wallace, b. Vetch, b. W. Dowling, b. T. Wallace, b. S. M. Wallace, and G. H. Jones, did not bat	13
Extras	13
Total	139

THE C.E.R. steamer *Empress of China* arrived
at Nagasaki at 1.30 p.m. on the 25th inst., and
left again at 5 p.m. for Shanghai.
The *British steamer Hydrex* left Tientsin for
Japan and Hongkong on the 21st inst.
The *B.A.A. steamer Gathair* left Port Darwin
on the 24th inst. for this port. *Hydrex* and
may be expected here on the 26th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

THE FORTHCOMING RACE
MEETING.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 24th July.
Sir,—May I beg to suggest this letter,
with reference to the advisability of formulating
a programme for the forthcoming race meeting,
in the hope that it may catch the eye and
possibly, the favourable attention of the
Stewards of the Jockey Club. There seems to
me to be no reason why a programme should
not be got out at once, while a great number
of reasons suggest themselves in favour of its
being done. It is now known what material in
the shape of horses there will be available
and for which races have to be provided. The
lists for subscribers both for China ponies and
wagers are now closed, and the orders for
the regular number have been placed, and I
understand it is probable that the orders
will be executed. Then again it is a
comparatively easy matter to ascertain how
many subscription griffins of former years
there are in the Colony. And I should like to
say a word as to these and as to the consideration
which they should have in the programme. In
my opinion griffins which have been subscribed
for in former years and have been kept over or
acquired and kept in the Colony at considerable
expense to their owners should be considered
quite as much and quite as favourably as the
subscription griffins of the current year. These
ex-griffins will add nothing to the number of
which have as yet not been subscribed to their
owners on account of not being good enough or
through a variety of possible reasons should in
my opinion be given a chance, and the owners
thoroughly encouraged not to dispose of the
unlucky ones after any particular meeting, but
to keep them over with a knowledge that they
may have better luck next time. There are here
in the Colony three or four owners who have kept
over, or have acquired, and have borne the
expense of keeping alive last year's meeting three
or four of last year's griffins, and there are also
a number of owners who have a single pony. It
strikes me that it is a considerable hardship to
leave owners not to know and to have no means
of judging whether it is worth their while to keep
these animals with a view to racing them again,
and it certainly is not the way to encourage
people to take an intelligent interest in racing,
which I presume is the desire and aim of the
Stewards. Of course if the broad principle
which I have suggested, viz., that it is desirable
to encourage owners to keep over animals from
one meeting to another, is not admitted, then
the remarks which I have made do not apply,
but I cannot think that the principle itself can
be so easily discredited, and therefore I say if
the principle is right the Stewards should do
all they can to encourage it. But to
revert to the question of the desirability
of having a programme as soon as possible,
I can conceive the possibility of an owner who
say, has a couple of moderate griffins and who
would be willing and ready to go to the expense
of keeping them till next year's meeting if he
thought that under the conditions of a par-
ticular race he had a chance of winning a race
with them, but on the other hand if he does not
and cannot know whether he is to have such a
chance he not unreasonably says to himself
it is an opportunity of selling one or both.
Well, it isn't good enough to hang on I don't
know how I shall be treated, and he parts
with his ponies which under other circumstances
he might have kept with a view to using—and
in this way two ponies which would have helped
to swell the number of starters and make the
meeting a success are lost. Again, as regards
the subscription griffins of the present meeting,
surely it is more satisfactory and more interest-
ing to have what these are going to be re-
served before the training commences instead
of working in the dark until a month or six
weeks before the meeting. I shall be glad if
other persons interested in the matter will
criticise my remarks and publish their views so
that a healthy correspondence may be worked up.
Yours, etc.

THE PROPOSED SANITARY
COMMISSION.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 24th July.
Sir,—With reference to the new Public Health
and Building Ordinances and the suggestion of
the Committee of the Sanitary Board that the
Proposed Sanitary Commission should not
necessarily be a medical man, the Committee
in my opinion are undoubtedly right. Mr.
Osborne, I believe, is already in support of
a medical man being appointed. With regard
to the question of those who will sit on the
Board, knowledge that all plans for new works
have during the past six years passed through
the hands of the Medical Officer of Health.
As one having practical experience of the truth
of above statement I can only describe it as
a device of the devil for wasting time and
trying one's temper.
Under the existing Building Ordinance it is
necessary before you can start your work to
submit plans to the Director of Public Works
for his approval as to whether they are in
accordance with the provisions of the Ordinance.
Within recent years an order has gone forth
(though there is no law in support of it) that
all plans are to be submitted to the
Medical Officer of Health before they are ap-
proved by the Director of Public Works.
Nothing is stated as to how long he shall
take before giving his report. Consequently
plans are as a rule, lying for some time
before they are approved, and on some days
it is now common to find two months' delay

views before this is done. It often happens that the plan may be returned to you several times with requests from the F. W. D. that you will kindly note some minute made by the M. O. H. One would not object so much if these minutes were to the point; such however is rarely the case. They sometimes show that the M. O. H. does not understand a plan, they are invariably entirely foreign to the purpose for which the plan was submitted, and very often they are laughably absurd.

The last plan I had returned showed an alteration to a plan that had been previously approved. The P. W. D. request I would note the M. O. H.'s minute, the same being to the effect that the M. O. H. thought (not the Ordinance required) that if the upper portion of a certain door instead of being of wood had the panels filled in with glass it would improve the through ventilation of the house. The plan already showed a good deal more than the window area required by law, so he could not ask for more light, and how the ventilation is to be improved by substituting glass for wood has not been explained to me yet; probably a month hence I may see the plan again with some further strange minute attached; meantime under the law my client's work is presumed to be at a standstill.

"For many cooks spoil the broth." If the Sanitary Commissioner is to have anything to do with passing of plans or approval of construction and erection of buildings he should be a man in the P. W. D. and under the orders of the Director of Public Works. Yours, &c., A. TURNER.

DOMESTIC SERVANTS IN THE STRAITS

Like Hongkong, the Straits Settlements suffer from the domestic servant trouble. The matter is dealt with in the recently published police report, commenting upon which the *Free Press* says:—If the public would realise the fact that it is their bounden duty to aid the police in every possible way, not to be negligent in taking every precaution to prevent crime, and co-operating loyally with the authorities in bringing offenders to justice, much could be done to remedy the present unsatisfactory domestic servant system. The Straits have their societies and stick to each other loyally; householders unfortunately do not combine at all to protect themselves from the tyranny exercised by the servants. In Colonies east and west from the Straits we have legislation of domestic servants. Ceylon has a system that works well, each servant having a continuous service book which has to be produced when an engagement or discharge takes place. In Hongkong there is special legislation for dealing with domestic servants. It would be an extraordinary thing if Singapore could not also successfully work such a system. But the condition precedent is the cordial co-operation of householders, the Chinese Protectorate and the police.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 24th July:—The depression in the market has become more concentrated during the week under review and most of our principal stocks are again lower, with a further tendency to decline.

BANKS.—Hongkong and Shanghai have been down to a small extent at \$81½, and the stock closes steady at this figure. London is unaltered at \$83.

MARINE INSURANCE.—Unions have been done at \$95½ and are now required for at \$96½. China Trade Insurance at \$97½. North China can be procured at \$100.

FIRE INSURANCE.—Hongkong has sold and are obtainable at \$350. China has changed hands at \$31.

SHIPPING.—Hongkong, Canton and Macao have sold to a small extent at \$39 and can still be procured at the figure. Indo-China after sales at \$39 down to \$30 have declined further to \$27½ with sellers. China and Manila continue on offer at \$33, and Star Farries at \$24½.

TELEGRAPH.—China and Hongkong are slightly lower at \$43½. Shell Transport unchanged at \$2½.

REFINERIES.—China Sugars have been sold at \$105 and are now offering at \$104. Luzens continue on offer at \$20.

MISCELL.—Punjab have sold at \$4 and have sellers at \$4½. Ramas are unchanged at \$3.

DOCKS, WHARVES AND SHEDS.—Hongkong and Whampoa Docks sold to some extent at \$22½ at the beginning of the week, but are since weaker at \$22 with sellers. Hongkong and Whampoa Docks at \$23½. Canton and Whampoa Docks at \$23½. New Amoy Docks continue in request at \$23.

LANDS, HOTELS AND BUILDINGS.—Hongkong lands have sold and are still obtainable at \$17½. Kowloon lands are on offer at \$20, and West Point at \$23. Hongkong Hotels have been done at \$154 and \$135, and there are further sellers at the higher rate. Oriente Hotels are weak at \$45 sellers.

CONCRETE MIXES.—Cement has declined to \$12 42½. Hongkong Cement after sales at \$12 42½ are offering at the rate.

MISCELLANEOUS.—Manila Investments are weak at \$20 sellers. The result of the first year's working of this Company shows a deficit balance of \$21,090. Green Island Cements have sold and can be procured at \$21. Watsons can be obtained at \$14½. Electricity (old) are on offer at \$19, and the new issue at \$24.

TELEPHONE.—The result of the first year's working of this Company shows a deficit balance of \$21,090. Green Island Cements have sold and can be procured at \$21. Watsons can be obtained at \$14½. Electricity (old) are on offer at \$19, and the new issue at \$24.

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HAMBURG LETTERS

(FROM OUR CORRESPONDENT.)

Hamburg, 26th June.

The counter-movement to the Morgan shipping combine, which is said to be engineered by Sir Alfred L. Jones of the Elder Dempster Line, naturally attracts some attention at Hamburg, but is hardly treated seriously. Herr Ballin, General Director of the Hamburg-American Line, has however thought it worth his while to take a run over to England and there is little doubt that his visit to the German Embassy in London was in connection with the new scheme. A perhaps more serious question for German shipping is the favourable view taken in England of subventions to steamship companies. I had occasion recently to point out that the subventions granted to certain German lines are regarded in this country not as bounties, but merely as payment for mail services, but in England they take a different view of the matter and are disposed to regard the almost phenomenal success of the chief German lines as mainly due to bounties received by them from the Government. Should the British Government act logically upon this conclusion and inaugurate a general system of subventions on a comprehensive scale, it is fully realised here that the foreign lines will find themselves forced to follow suit. Herr Ballin's objections to subventions in any shape are therefore easily understood, but much light would have been thrown upon the whole subject if he had in his recent speech supplied a clue to the question which naturally arises: when is a subvention not a subvention?

Any clever people who are bent upon forming a combine will find plenty of food for reflection in the operation of a scheme which was started in October, 1900, for the regulation of supply and demand in the Portland cement industry. The scheme was in many respects delightful, but the manner of its operation has been disappointing. At the outset there did not appear to be anything wrong with it, but when prices fell and the demand for German Portland cement decreased, so many adherents forsook the syndicate that its extinction has almost resulted. In October, 1900, forty-two Portland cement works formed a syndicate in North-West middle Germany with a view to limiting the output and keeping up the price, but from the outset this lawless syndicate appears to have landed itself in a sea of troubles. It was so soon apparent that the capabilities of production of the factories in the West so far exceeded the demand for cement, that in order to bring supply and demand into co-relation such very drastic limitation of output had to be enforced in the case of individual factories, that many of them refused or were unable to stand the strain. It was then attempted among the factories in South Germany to form a rival syndicate, and later these two syndicates proceeded to fight together a cartel, while the factories outside the ring seriously damaged the prospects of the latter by reducing prices and stocking the market before the cartel came into operation at the beginning of 1901. The first three months of that year, partly on account of prolonged frost, were the worst experienced in the trade for the past ten years. The essence of the scheme lay in the arrangement by which the members of the syndicate were guaranteed a sale of 60 per cent of their output in the case of the larger factories, and 80 per cent in the smaller factories, that is, those which had an output of less than 125,000 casks; and the larger works agreed to submit in bad times to a reduction of their profits upon a sliding scale. Having regard to the exceptionally low prices prevailing in Silesia the cartel determined to try and freeze out the Silesian firms—a process which of course entailed a heavy sacrifice, and though the Silesian factories felt the strain severely, the losses of the syndicates were not recovered. The next move of the syndicate committee was to put an end to competition and a war of prices by buying up the individual factories. This method however met with little success. The committee then attempted to keep the less well-known factories going by means of bounties, but that plan also failed. From this time onward the question of compensating the companies whose sales had not reached a certain stipulated figure became a matter of contention, which eventually resulted in the practical break-up of the syndicate. It then began to dawn upon the committee that it was futile in practice to effect an arrangement by which all factories should participate pro rata in the business. A greater activity in the cement trade had been anticipated in the latter half of 1901, but it was not realised, and the compensation for the falling off in the first half of the year did not suffice to adjust the output and demand. It was then that the full force of the effect of giving to the smaller factories a guarantee for a certain proportionate sale was thoroughly appreciated. On that evil day in October, 1900, when the principle of the sliding scale was introduced, it was not in the least expected that the falling off in the trade would be so serious and that the scheme would pan out so extraordinarily in favour of the small factories. An example will explain the reduction of output. A factory with an output of 120,000 casks by reason of the 80 per cent guarantee could rely upon a sale of 96,000 casks, whereas a factory with an output of 240,000 casks stood only to realise also a sale of 96,000 casks. It had been agreed that every cask delivered above the number fixed in the case of each factory a certain percentage of the profit should be paid to the syndicate, and that for every cask below this figure which remained unsold at the factory a like compensation should be paid to the factory. As it became apparent already in the first half of the year that the falling off in the trade could not be satisfactorily

rectified, a variety of opinions existed among the members as to the course to be adopted and it was attempted to reorganise the whole system. But all efforts to effect a settlement were without result, for the factories which enjoyed a guaranteed sale refused any abatement in the figure fixed by the agreement of October, 1900. The troubles of the syndicate became more and more involved. Law suits followed between the syndicate and some of the factories which had withdrawn their adhesion, and in consequence of the withdrawal of so many companies the syndicate appeared towards the end of 1901 to be on the point of winding up. Its difficulties increased to such an extent that an ultimate solution seemed out of the question, the more so since so much friction had taken place already that any sort of combination for mutual advantage in the future was evidently hopeless. Although the general depression in trade in 1901 was severely felt in the Portland cement business, the fatal agreement formulated by the syndicate contained inherent defects which made unattainable the objects for which the syndicate was itself brought into existence. A workable arrangement might have been effected if the companies had held together, but as the black-legs deserted the syndicate blank ruin only stared in the face those companies which still considered themselves bound by the agreement.

POLICE COURT.

Friday, 25th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

THEFT FROM A CHILD.

Leung Kam, an unemployed coolie, with no fixed place of abode, adopted an ingenious but at the same time mean device to raise the wind. He saw two little boys, one aged nine and the other six, playing together in the street, and the young ones came up to him, and the fact that the younger was wearing a gold-mounted watch chain which might be reasonably expected to realise a few dollars in pawn. So he went up to the boys, and, sitting down beside them, told them an engaging story. In the middle of it he pulled out a knife and severed the string which held the handle to the watch, then took to his heels. The boys raised a cry of "chak lo" (thief), and attracted the attention of John Cartello, a Portuguese foreman in the Sanitary Board, who pursued and caught the defendant thief. His Worship passed sentence of six weeks' hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

LUKONG CHARGED WITH ASSAULT.

Chinese constable No. 325 was charged with assaulting a coolie. He denied it. The complainant said he was sitting on the Praya with some other coolies when the defendant, who was in uniform, came up and gave him a kick in the leg and told him to clear out. The defendant then knocked down an old man, who handed him a 20-cent piece which the defendant took from its wrapping of paper and placed in his mouth. The complainant saw the Indian jemadar of police and reported the matter to him. He went over to the defendant, who ineffectually tried to swallow the 20-cent piece, which was found in his mouth. Another coolie gave corroborative evidence. Lal Singh, the jemadar in question, gave evidence as to finding the 20-cent piece in the defendant's mouth.

The defendant said there was a crowd on the Praya, and he went to disperse it. Some ran away, amongst them the complainant, who fell. Defendant picked him up, and in stooping his handkerchief in which was wrapped a 20-cent piece fell to the ground. He replaced the handkerchief and put the coin in his mouth, as he had no pocket in his tunic. A hawkman called by the defendant gave corroborative evidence. He added that afterwards an Indian policeman had found the 20-cent piece in the defendant's mouth and was trying to get him into trouble, and as witness could not tolerate that he came along to the Police Court to tell what he knew.

This man's evidence was to a certain extent discounted by the fact that he was in Court while the defendant was making his statement. The defendant was discharged, his Worship considering the evidence insufficient to convict him of assault.

SHIPMASTER FINED.

On the complaint of P. C. Martin, the master of the steamer *Kowloon* was fined \$5 for neglecting to exhibit two bright lights on the gunway of the vessel between sunset and sunrise whilst lying at the Kowloon wharf.

ANCHORING TOO NEAR QUARANTINED SHIP.

Four Chinese boatmen who contravened the quarantine regulations by anchoring within thirty yards of the *Evbu* on her arrival in the harbour from Manila, an infected port, were fined \$10 each.

SETTLING A QUARREL.

A barber and a cook, both Chinese, had a difference in the street, and were settling it with half-bricks when a loking interfered and took them to the station.

Their diversion cost them \$2 each.

THE GOVERNOR-DESIGNATE OF KWANGSI.

(KWANGSI.)

H. E. Wang Chih-chun, formerly Governor of Kwangsi, is reported to be leaving for Shanghai on the 17th inst. During his recent audiences with the Emperor Dowager, H. E. asked for and obtained permission to take with him down South four or five battalions of foreign-modelled Hunanese troops hitherto garrisoning Anking (Nanking) and Wuhu, Anhui province, to assist him in quelling the rebellion in Kwangsi. The Commander of these troops is a General Li, also a Hunanese, and it is reported that he has been ordered by Governor Wang Chih-chun to be ready to embark his troops for Wuchow (Kwangsi) on the West river, via Canton. Arrived at Wuchow, General Li's brigade will encamp there and wait for the Governor and escort H. E. to Kueilin, the capital of the province. It is further reported that the Governor Wang, who is himself a Hunanese, depends upon using his influence upon the rebel bandit soldiery in Kwangsi, most of whom are his fellow-provincials, to persuade them to give up their allegiance to the rebel leaders, and to supply him with arms to give strength to his scheme. It is stated in Peking that Governor Wang was in danger of being killed by the Emperor Dowager, who obtained his appointment by proposing the above project and offering to restore peace in Kwangsi that way. —N.O. Daily News.

THE ILLNESS OF THE KING.

THE OPERATION.

The American and Japan the following particulars regarding the King's illness come to hand.

London, 24th June.

With dramatic suddenness the King has been stricken down upon the eve of the Coronation. To-night he lies in a critical state at Buckingham Palace.

King Edward is in a room facing the beautiful gardens of Buckingham Palace and far from the street and the crowd. If to-night's progress is maintained, he will probably tide over the effects of his severe operation, which has successfully removed the root trouble. But should any complication occur, such as septic peritonitis, or blood poisoning, it is feared his Majesty's present physical and nervous condition would prove unequal to the strain involved. There is consequently intense anxiety as to the outcome.

The King's doctors believe that his Majesty would have been dead before now except for the operation. His condition became so alarming last night that at one time it was feared death might ensue before the surgeon's knife could afford him relief. Intense swelling of the extremities, accompanied by alarming symptoms of mortification, constituted the emergency and demanded an immediate operation. To the last the King tried to avoid this, and he was willing to be carried to the Abbey for the Coronation ceremonies in order that it should occur as arranged. The influence of Queen Alexandra was enlisted, however, and at an early hour this morning the royal patient was prepared for the operation which, even in the skillful hands of England's best surgeons, was fraught with grave danger.

Shortly before 2 o'clock this morning his Majesty was moved from his couch to the operating table, and the anaesthetic was administered. Sir Frederick Treves made the incision near the patient's groin and carried it upward with an outward slant for nearly four inches. The obstruction was removed and a talking was placed in the affected intestine.

King Edward's first words when he recovered consciousness were to ask for "George," and the Prince of Wales, who was waiting in the next room, was immediately admitted to his father's presence.

While the operation was being performed, the great central courtyard of Buckingham Palace, so lately the scene of such brilliant gatherings, was utterly deserted, and an impressive silence reigned throughout the building. Esquerra talked in whispers, and the doctor and the tension grew almost unbearable. Then the word was passed around that all had gone well.

Lord Salisbury and Mr. Balfour then went in to congratulate Queen Alexandra, and afterwards an informal and perhaps historic discussion occurred between the Prince of Wales and the Duke of Connaught and Lord Salisbury, Mr. Balfour and several other members of the Cabinet. Before the end of the afternoon over 2,000 callers, who included nearly all the foreign representatives in London and members of the House of Lords and House of Commons, had inscribed their names on the visitors' book at Buckingham Palace. All the royal princes called personally on the Prince of Wales and bade him goodbye. The majority of them will leave London to-morrow morning for their respective countries.

A brief notice has been published in the *Gazette*, as a result of which the entire State, social and business arrangements throughout the country are paralysed. The order is dated from the Earl Marischal's office, and reads as follows:—"I have to announce that the solemnity of the Coronation of their Majesty King Edward VII and Queen Alexandra is postponed from 28th to a date hereafter to be determined."

In spite of the Royal wish that the provincial celebrations be carried out as arranged, many towns have abandoned the festivities which were to be held, although at Liverpool and other large cities hurried meetings were called and it was decided to carry out all the charitable arrangements as previously made. The leading business houses in London have decided to be open on June 28th and 29th, although the banks will probably be closed on those days.

Among the hundreds of postponements caused by the sudden illness of the King is that of the publication of the list of Coronation honours.

New York, 24th June.

Dr. Cyrus Edson explained the King's illness and the operation as follows:—"Perityphilitis is inflammation, including the formation of an abscess of the tissues around the vermiform appendix, and hence perityphilitis is hard to distinguish at once from typhoid. Usually an operation is necessary to ascertain whether the appendix or the surrounding tissue is diseased. In the King's case there is probably an abscess at the head of the large intestine where the appendix begins, and the operation to-day was an immediate necessity because the abscess had to be got at once and emptied of its contents or pus. Of course I cannot say what further than the abscess was discovered by the surgeons—that is, that part of the King's body. Under ordinary circumstances he ought to recover in three or four weeks, but after recovery it would perhaps be four weeks more before he would be able to perform his part of the Coronation ceremonies."

"The King's trouble is in his right side, low down."

CONFESSION IN LONDON.

London, 24th June.

Queen Alexandra has borne the strain of the past week with the bravest spirit. She was always fearful of what might happen. Her Majesty took part in the festivities at Ascot and Windsor without revealing any sign of her inward anxiety, and when she was told to-day that an operation was imperative and that the Coronation would have to be postponed she quietly answered: "Have I not felt that this would happen?" and asked: "How does the King bear it?"

Upon receiving the reassuring reply, Queen Alexandra exerted herself to appear cheerful and to devise means to lessen the King's grief and disappointment, although she was evidently greatly distressed.

The idea was mooted in some official quarters to-day that with a view of preventing the disappointment of the public, Queen Alexandra should be crowned alone next Thursday, and the King should be crowned in a comparatively private manner upon his recovery.

This idea was discussed, but it was rejected as a procedure calculated to mislead the public mind as to the purely relative importance of the Queen's consent.

The Pope and the King of Italy and other monarchs have called anxious enquiries concerning Edward's progress, and despatches received from all parts of the world reflect the intensity of feeling occasioned by the unexpected news of his Majesty's illness and sympathy with the British nation.

ANNOUNCEMENT OF THE NEWS IN LONDON.

The sudden announcement of the postponement of the Coronation, just on the eve of the festivities, caused the utmost consternation everywhere. The news spread like wildfire. On the great Esplanade, the

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

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GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

884

of the startling news was immediate. Prices weakened, led by Consols, with a fall of half a point. Official announcements of the King's serious illness were made to public bodies as speedily as possible. At the morning's rehearsal of the Coronation ceremonies in Westminster Abbey the Bishop of London requested the congregation to join in the heavy out of the Coronation services, and pray for the recovery of the King. That afternoon the Earl Marischal, the Duke of Norfolk, issued the following notice:—"The Earl Marischal has received the King's commands to express his Majesty's deep sorrow that owing to his serious illness the Coronation ceremonies must be postponed. The celebrations in London will be in consequence likewise postponed, but it is the King's earnest hope that the celebrations in the country shall be held as already arranged."

The King also expressed to the Lord Mayor his desire that his Majesty's dinner to the poor of London be postponed.

At the various palaces and at the Grosvenor, Buckingham, Carlton, Cecil and other hotels where the foreign representatives are staying, the news created the greatest dismay. Royal carriages were already drawn up in readiness to take the guests to the reception at the Palace, but the moment the "tickers" announced his Majesty's illness all the preparations for the day ceased.

In the streets the change which came over the crowds was most pronounced. The King's recovery the crowning of his Majesty will certainly be shorn of all its arranged-for glories.

Diplomats called at the Foreign Office to express their condolence. Stripped of medical phrases, the King is suffering from appendicitis and the operation was entirely successful. Since morning, the stories that his Majesty is suffering from cancer of the throat have been revived, but they are authoritatively denied. The postponement of the Coronation festivities applies to the naval review as well as to all other functions.

Many of the foreign representatives called at Buckingham Palace this afternoon to make enquiries about the King's condition.

STATEMENTS IN PARLIAMENT.

London, 24th June.

The House of Commons was crowded to-day by members and others who were anxious to hear the expected statement of the Government leader, Mr. A. J. Balfour, on the subject of the King's illness.

Mr. Balfour said he had intense gratification in saying that a successful operation had been performed on the King, and that his Majesty was progressing as well as possible.

"That announcement," proceeded Mr. Balfour, "removes a great load off our minds. My first inclination on hearing the melancholy news this morning was to suggest that the House mark its sense of the disaster which has befallen the whole community by adjourning. But on more careful reflection I have come to the conclusion that such a course is ill-advised. The anxiety is necessarily augmented by the circumstances under which the disaster has befallen the Royal Family and the whole country. I have come to the conclusion that if the House was to take the exceptional course to which I have adverted, that which is now anxiety in the public mind might become a panic, and a wholly exaggerated idea of the present state of things might go abroad."

"The state of things is undoubtedly grave, but we ought not to use stronger epithets in regard to it than those I have used and I am convinced that if we were to consider the King's condition to be such that it would be improper to carry on the business of the country, we should produce a wholly false impression. In these circumstances we do not propose to suggest any exceptional course, and I am only thankful to have been able to inform the House that so far as we know at present everything is going on as well as can possibly be expected."

The Liberal leader, Sir Henry Campbell-Bannerman, approved, his entire approval of the course taken by Mr. Balfour, and the House resumed its ordinary business.

Lord Salisbury in the House of Lords said:—"All we can do at present is to hope and pray for the best and console ourselves with the knowledge that the surgeons entertain a most satisfactory view in regard to the progress of the distinguished patient. More definite language than this is impossible. An operation of singular severity has been performed, and every hope is entertained that the King will be able to resume his Majesty's duties in a comparatively short time."

On Sale at Messrs. KELLY & WALSH, Ltd., Hongkong, Shanghai and Yokohama.

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Messrs. A. B. WATSON & Co., Hongkong.

uncertain. But there is this consolation that matters could hardly have gone better. "No action can be taken by the House while matters are in a state of transition, but I think we shall be able to return to our ordinary avocations at an early period. Disappointment has been extensively suffered by the abandonment of the naval review and other great celebrations in honour of the King, but a much greater calamity than this was threatened."

QUEEN ALEXANDRA AND THE KING'S ILLNESS.

London, 24th June.

Queen Alexandra is terribly upset and nervous. The royal grandchildren were driven to the palace shortly after one o'clock. The Prince and Princess of Wales remained at Buckingham Palace throughout the afternoon, and when they left they appeared decidedly more cheerful than on their arrival.

Until 5 p.m. a close vigil was kept within the palace, nearly all the members of the Royal Family, with whom were Lord Salisbury, Mr. Balfour, Lord Roberts and other leading men of England, anxiously awaiting word from the sick room.

After the 4 o'clock bulletin had been issued the watchers on one went out, all looking more cheerful. The Duke of Connaught, who was in full uniform, seemed to be particularly pleased with his brother's condition.

The best opinion seems to be that no less than three months postponement of the Coronation is inevitable, and even in the event of the King's recovery the crowning of his Majesty will certainly be shorn of all its arranged-for glories.

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PER 1 DOZEN BOTTLES ... \$54.
PER 2 DOZEN 4-BOTTLES ... \$56.

MARTELL'S THREE STAR

BRANDY

PER DOZEN ... \$30.

KING EDWARD VII.

LIQUEUR SCOTCH WHISKY

PER DOZEN ... \$20.

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To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, via SUEZ CANAL.	BENLAWERS	Brit. str.	—	See	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON, via SUEZ CANAL.	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th August, at Noon.
LONDON, via SUEZ CANAL.	GLYNNERET	Brit. str.	—	R. Webster	McGREGOR, BROS. & GOW	On 16th August.
LONDON & ANTWERP	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON	TELEMACHUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LONDON	PERSEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th September.
MASSILLON, via PORTS OF CALL.	KAWACHI MARU	Jap. str.	—	J. W. E. Thompson	NIPPON YUSEN KAISHA	Today, at Noon.
MASSILLON, via PORTS OF CALL.	ANAN	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 25th inst. at 1 P.M.
MASSILLON, via PORTS OF CALL.	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th August, at Daylight.
MASSILLON, via PORTS OF CALL.	KIAUCHOU	Jap. str.	—	P. Lunenschloss	MESSAGERIES MARITIMES	On 7th August, at Noon.
MASSILLON, via PORTS OF CALL.	SHESIA	Ger. str.	—	Hahle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	AMERICA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAYRE & HAMBURG	C. FERD. LACISE	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 24th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAYRE & HAMBURG	PRELBERG	Ger. str.	—	Froeh	HAMBURG-AMERIKA LINIE	On 8th October.
THIRISTE, via SINGAPORE, &c.	THIRISTE	Ann. str.	2 m.	von Bredfeld	SANDER, WILHELM & CO.	On 25th inst. P.M.
THIRISTE, via SINGAPORE, &c.	CHINA	Ann. str.	2 m.	Moore	SANDER, WILHELM & CO.	On 16th August, at Noon.
NEW YORK via PORTS & SUEZ CANAL	ATHOLIA	Brit. str.	2 m.	—	DODWELL & CO. LIMITED	About 5th August.
NEW YORK via SUEZ CANAL	INDRAMATO	Brit. str.	—	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 15th August.
NEW YORK via SUEZ CANAL	BENGLURU	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 31st inst.
NEW YORK	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	On 25th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	—	F. F. Bement	SHEWAN, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI, &c.	ATHEANIAN	Brit. str.	—	H. Mowitt	CANADIAN PACIFIC R. CO.	Today.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	K. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th August, at Noon.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	TOSA MARU	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	DOUGLAS MARU	Jap. str.	4 m.	J. W. E. Thompson	DODWELL & CO. LIMITED	On 2nd August.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	HYADES	Brit. str.	—	—	DODWELL & CO. LIMITED	On 15th August, at 4 P.M.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	INDRAVELLI	Brit. str.	—	Craven	PORTLAND & ASIATIC S.S. CO.	On 15th September.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	KAOSHIMA MARU	Jap. str.	—	Schaw	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.
MOJI, KOBE & YOKOHAMA	KAOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 16th August, at Noon.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 15th August, at Daylight.
NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	2 m.	Rebelmund	HAMBURG-AMERIKA LINIE	On 30th inst. at Noon.
NAGASAKI & KOBE	KWANGSHAN	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	LYNDON	Ger. str.	2 m.	Th. Lehmann	SANDER, WILHELM & CO.	Today, at 4 P.M.
SHANGHAI	WAMPOA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	Today, at 5 P.M.
SHANGHAI	CHURAN	Brit. str.	2 m.	C. L. Daniel	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	POLYNESIAN	Fr. str.	—	Chevalier	MESSAGERIES MARITIMES	On or about 1st August.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	T. Kitano	MESSAGERIES MARITIMES	On or about 27th inst.
FOUCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	G. Sakano	MESSAGERIES MARITIMES	On 30th inst.
ANPING, via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	T. Saito	MESSAGERIES MARITIMES	On 6th August.
SWATOW & TIENTSIN	THALES	Brit. str.	1 m.	Robson	DOUGLAS LARPAK & CO.	On 28th inst.
CEBU & ILOILO	NANCHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 1st August.
MANILA	KAOSHIMA MARU	Jap. str.	2 m.	Tate	MESSAGERIES MARITIMES	Quick despatch.
MANILA	DOUGLAS MARU	Jap. str.	—	E. W. A. Bond	SHEWAN, TOMES & CO.	Today, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KIMBERG	Brit. str.	2 m.	E. J. Buller	JARDINE, MATHESON & CO.	On 20th inst. at 3 P.M.
SINGAPORE & BOMBAY	PERKIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On or about 30th inst.
SINGAPORE	LARSEN	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On 30th inst.
SINGAPORE, COLOMBO, & BOMBAY	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.

SHIPPING.

ARRIVALS.
July 24, AFRIKA, British steamer, 2,354, S. Golding, Liverpool 6th June, General—DODWELL & CO., LTD.
July 24, CARL DIEDERICHSEN, German str., 774, H. Baudisch, Haiphong 2nd July and Hanoi 2nd, General—J. S. Thompson & Co.
July 24, LENA, Norwegian str., 979, Borges, Southampton 14th July, Sugar—SANDER, WILHELM & CO.
July 25, C. STON, British str., 2,105, C. F. Lockstone, London 14th June, General—P. & O. S. N. Co.
July 25, HOKOKUKO, French str., 769, Penner, Haiphong and Hanoi 24th July, General—A. H. MARTY.
July 25, KAWACHI MARU, Japanese str., 3,379, J. S. Thompson, Shanghai 22nd July, General—Y. S. KAWACHI & CO.
July 25, LUCHS, German str., 900, Wuthmann, Swatow 24th July.
July 25, TAIKANG, British str., 1,544, B. D. Bradley, Shanghai 20th July, General—JARDINE, MATHESON & CO.
July 25, TH. L. S., British str., 820, Robson, Swatow 24th July, General—DOUGLAS LARPAK & CO.
July 25, LYNDON, German str., from Canton.
July 25, YUSUIN, Chinese str., from Canton.
July 25, MORADPOUR, U.S. motor, from a cruise.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
25th July.
April, British str., for Shanghai.
Dardanelle, German str., for Bangkok.
Haitian, British str., for Swatow.
Kawachi Maru, Japanese str., for Nagasaki.
Kawachi Maru, Japanese str., for Singapore.
Kawachi Maru, Japanese str., for Amoy.
Kawachi Maru, Japanese str., for Shanghai.
Kawachi Maru, Japanese str., for Royal Road.
Kawachi Maru, Japanese str., for Singapore.
Kawachi Maru, Japanese str., for Chiofo.
Kawachi Maru, Japanese str., for Manila.
Kawachi Maru, Japanese str., for Canton.

DEPARTURES.
25th July.
DEVANAGIRI, German str., for Bangkok.
DEVANAGIRI, German str., for Shanghai.
HAIKUN, British str., for Coast Ports.
HANU, French str., for Kwangchow.
KAWACHI MARU, Japanese str., for Japan.
KAWACHI MARU, Japanese str., for Shanghai.
KAWACHI MARU, Japanese str., for Chiofo.
KAWACHI MARU, Japanese str., for Manila.
KAWACHI MARU, Japanese str., for Canton.

VESSELS IN DOCK.
25th July.
ABERDEEN DOCK.—Vale of Doon, Petchaburi.
KOWLOON DOCK.—H.M.S. Wieria, Dymene, Zofre, Solent, Michael Jensen, Tosa Maru, Hsu.
COSMOPOLITAN DOCK.—Gaelic, Marie Jensen, Babine Dickman.

SHIPPING REPORTS.
The British steamer Tamsan, from Shanghai 20th July, had S.W. monsoon and fine weather. The British steamer Thales, from Nagasaki 24th July, had light variable westerly breezes to single island; thence light N.W. breezes to port; light southerly swell and fine, clear weather throughout.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following vessels during their stay in Hongkong Harbour:
ADOLPH ORRIS, Amr. barque, S. Ancebury.
—Standard Oil Co.
ALLAS, American ship, McKay.—Standard Oil Co.
KELAT, British ship, John Hughes.—ORDER.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LUBI."
Captain W. Almond, will be despatched for the above port TO-DAY, the 26th inst., at 4 P.M.
Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation midships. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 22nd July, 1902. [1902]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"POLYNESIAN."
Captain Chevalier, will be despatched for the above ports on or about SUNDAY, the 27th inst.
G. DE CHAMPEAUX, Agent.
Hongkong, 22nd July, 1902. 2

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK.
THE full powered Steamship
"VERONA."
Captain Episcopi, will be despatched for the above port on MONDAY, the 28th inst.
For Freight, apply to
CARLOWITZ & CO., Agents.
Hongkong, 18th July, 1902. [1808]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUMSANG."
Captain E. J. Buller, will be despatched as above on TUESDAY, the 26th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 22nd July, 1902. [2001]

FOR NAGASAKI & VLADIVOSTOK.
THE Steamship
"SAVOIA."
Captain Rebelmund, will be despatched for the above ports on WEDNESDAY, the 30th inst., at Noon.
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 24th July, 1902. [2022]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. **DESTINATIONS.** **SAILING DATES.**
KAWACHI MARU MARESEILLES, LONDON and ANTWERP, via SINGAPORE, SATURDAY, 26th July, at Noon.
J. S. Thompson
PENANG, COLOMBO and PORT SAID.
TOSA MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA, MONDAY, 29th July, at 4 P.M.
H. Christensen
HAKATA MARU KOBE and YOKOHAMA, FRIDAY, 1st August, at Daylight.
F. L. Sommer
YAWATA MARU SYDNEY and MELBOURNE via THURSDAY ISLAND, SATURDAY, 2nd August, at Noon.
A. E. Moss
HAKATA MARU MARESEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID, SATURDAY, 9th August, at Daylight.
F. Davies
KAWACHI MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA, MONDAY, 11th August, at 4 P.M.
J. W. E. Thompson
AWA MARU KOBE and YOKOHAMA, FRIDAY, 15th August, at Daylight.
N. Trenat
MIKE MARU SINGAPORE, COLOMBO, and BOMBAY, FRIDAY, 15th August, at Noon.
M. Yagi
KAOSHIMA MARU MOJI, KOBE, and YOKOHAMA, SATURDAY, 16th August, at Noon.
K. Kori
RION MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA, MONDAY, 25th August, at 4 P.M.
K. Ohno
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passengers, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" Comdr. H. Mowitt SATURDAY, 26th July
R.M.S. "EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 8th Aug.
R.M.S. "EMPEROR OF INDIA" Comdr. D. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "EMPEROR OF JAPAN" Comdr. E. Beetham, R.N.R. WEDNESDAY, 19th Sept.
R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybis, R.N.R. WEDNESDAY, 24th Sept.
The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the "Trade-Pacific" journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, with additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent "First Class" Passenger Accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer. The "TARTAN" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, Chater Road.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 30th July	Freight and Passengers.
AMBRIA	HAYRE and HAMBURG (Calling at Singapore and Peking)	On 14th Aug.	Freight.
C. FERD. LACISE	HAYRE and HAMBURG (Calling at Singapore and Peking)	On 28th Aug.	Freight.
KONIGSBERG	HAYRE and HAMBURG (Calling at Singapore and Peking)	On 10th Sept.	Freight and Passengers.
ANDALUSIA	HAYRE and HAMBURG (Calling at Singapore and Peking)	On 24th Sept.	Freight.
PRELBERG	HAYRE and HAMBURG (Calling at Singapore and Peking)	On 8th Oct.	Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	CANTON	5 P.M. 26th July	Freight or Passage.
* SINGAPORE and BOMBAY	C. F. Lockstone, R.N.R.	July	Freight only.
SHANGHAI	W. B. Palmer	About 30th July	Freight only.
SHANGHAI	CHURAN	About 1st August	Freight or Passage.
SHANGHAI	C. L. Daniel	August	Freight or Passage.
LONDON, &c.	VALETTA	Noon, 2nd August	See Special Advertisement.
LONDON	A. G. Cubitt, R.N.R.	August	Freight or Passage.
LONDON	BOMBAY	Noon, 5th August	Freight or Passage.
LONDON	H. S. Bradshaw	August	Freight or Passage.

* Calling at Penang and Colombo if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 21st July, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUEK OF FIVE	3,321	J. S. Cox	August 2nd
VICTORIA	3,502	J. Panter	August 9th
TACOMA	2,811	A. Dixon	August 20th
GLENAGLE	3,750	G. E. Warner	September 20th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRY and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passages or Freight, apply to
DODWELL & CO., LIMITED, General Agents.
H. 25th July 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, NEW BEDFORD, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

STEAMERS.	SAILING DATES.
* KIAUCHOU	THURSDAY 7th August
* BAYERN	THURSDAY 21st August
* KONIG ALBERT	THURSDAY 4th September
* PRINZESS IRENE	THURSDAY 18th September
* PRINZ REGENT LUITPOLD	THURSDAY 1st October
* PREUSSEN	WEDNESDAY 15th October
* HAMBURG	WEDNESDAY 29th October
* SACHSEN	WEDNESDAY 12th November
* KARLSRUHE	WEDNESDAY 26th November
* KIAUCHOU	WEDNESDAY 10th December
* BAYERN	WEDNESDAY 24th December
* KONIG ALBERT	WEDNESDAY 7th Jan. 1903
* PRINZESS IRENE	WEDNESDAY 21st Jan. 1903
* DACHSTADT	WEDNESDAY 4th Feb. 1903
* PREUSSEN	WEDNESDAY 18th Feb. 1903
* HAMBURG	WEDNESDAY 4th Mar. 1903

* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship "KIAUCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Lunenschloss, with MALLS, PASSENGER, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 5th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 6th August, and Parcel will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOERS & CO., AGENTS.
Hongkong, 24th July, 1902.

SHEWAN, TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK via SUEZ CANAL.
THE Steamship
"ASAMA."
Captain F. F. Bement, will be despatched for the above port on or about the 15th August. To be followed by s.s. "AFTON" on or about the 15th September.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 6th July, 1902. [1902]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	TO
GLASGOW and LIVERPOOL	"ANTENOR" On 3rd August	DUN
GLASGOW and LIVERPOOL	"DARDANUS" On 8th August	DUN
GLASGOW and LIVERPOOL	"PROMETHEUS" On 14th August	DUN
GLASGOW and LIVERPOOL	"PYRRHUS" On 20th August	DUN
GLASGOW and LIVERPOOL	"DIOMED" On 28th August	DUN
GLASGOW and LIVERPOOL	"JASON" On 3rd September	DUN

FROM	HOMEWARDS	TO
LONDON and ANTWERP	"ULYSSES" On 5th August	TO SAIL
LONDON and ANTWERP	"TELEMACHUS" On 19th August	TO SAIL
LONDON and ANTWERP	"ANTENOR" On 2nd September	TO SAIL
LONDON and ANTWERP	"DARDANUS" On 16th September	TO SAIL
LIVERPOOL DIRECT	"PYRRHUS" On 20th September	TO SAIL

Hongkong, 15th July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
SHANGHAI	"WAMPOA" On 25th July	TO SAIL
SWATOW and TIENTSIN	"NANCHANG" On 26th July	TO SAIL
NAGASAKI and KOBE	"KWAANGSE" On 27th July	TO SAIL
CEBU and ILOILO	"KAIFONG" On 1st August	TO SAIL
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY, MELBOURNE and ADELAIDE	"TAIYUAN" On 20th July	TO SAIL

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMSHIP	LEAVING
TAMSAI, VIA SWATOW	"DAIGI MARU" SUNDAY, 27th	July
AND MOY	"T. KITANO" SUNDAY, 3rd	August
TAMSAI, VIA SWATOW	"DAIJIN MARU" SUNDAY, 3rd	August
AND AMOY	"T. OKATA" WEDNESDAY, 3rd	August
FOOCHOW, VIA SWATOW	"ANPING MARU" WEDNESDAY, 6th	August
AND AMOY	"G. SAKANO" WEDNESDAY, 6th	August
ANPING, VIA SWATOW	"MAIDZUO MARU" WEDNESDAY, 6th	August
AND AMOY	"T. SAITO" WEDNESDAY, 6th	August

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.
For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI INLAND	PORTLAND, OREGON
SEA OF JAPAN, MOY, KOBE & YOKOHAMA FOR	OREGON RAILROAD & NAVIGATION CO
OPERATING IN CONNECTION WITH THE	
STEAMSHIP	
Tons	Captain
"INDRAVALLI" 3,152 Craven	July 25, 1902
"INDRAPURA" 3,152 Hollingsworth	Aug. 14, 1902
"INDRASAMBA" 3,152	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

Paquebots-Postes Français.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th July, 1902, at 1 p.m., the Company's Steamship "ANNAM" Captain Seller, with Mail, Passengers, Specimen Cargo, will leave this port for MARSEILLES, Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specimen will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 27th July. (Parcels) are not to be sent on board, they must be left at the Agency's Office.

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to Trieste).

THE Company's Steamship

"TIRO" Captain von Breda will be despatched as above on TUESDAY, the 26th inst., at 2 p.m.

For information as to Passage and Freight, apply to

SANDER, WHEELER & CO.

Agents.

Princes' Buildings.

Hongkong, 22nd July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TIENTSIN AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA" Captain Meese will be despatched as above on SATURDAY, the 16th of August, at 5 p.m.

This Steamer has Captain Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WHEELER & CO.

Agents.

Princes' Buildings.

Hongkong, 22nd July, 1902.

THE HONGKONG DAILY PRESS.

SATURDAY, JULY 26th, 1902.

HONGKONG.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 20th July.

"TSINAN" " " 23rd August.

"CHANGSHA" " " 2nd September.

"CHINGTU" " " 29th

Superior accommodation, electric Light throughout, fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA" Captain A. G. Cabitt, H.M.S., carrying His Majesty's Mails, will be despatched from this port, Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ATHOLL" About 5th Aug.

"LENNOX" 14th Aug.

"HEATHBURN" 21st Aug.

"RICHMOND CASTLE" 28th Sept.

"ALBERT" 20th Sept.

"HILLGLEN" 30th Sept.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 24th July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tientsin, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN" Captain Shaw, will be despatched for the above ports on THURSDAY, the 14th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAMAYO" 15th Aug., 1902.

S.S. "INDRAMI" 15th Sept., 1902.

S.S. "INDRAWANI" Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 2nd July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG" Captain E. Webster, will be despatched as above on SATURDAY, the 10th August.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG" Captain E. Webster, will be despatched as above on SATURDAY, the 10th August.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOY, KOBE AND YOKOHAMA, TO BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

VICTORIA, B.C. AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Sailing.

Steamship Tons 1902

"HYADES" 3,753 12th September

"LYRA" 4,200 4th October

"SHAWMUT" 9,500 23rd October

"TREMONT" 9,500 17th December

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to

DODWELL & CO., LD., General Agents.

Hongkong, 21st July, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETTA MARU," 3,376 Tons.

Captain Tate, will be despatched for MANILA on

Magnificent Accommodation, Comfortable Cabin, Excellent Table, Unrivalled Speed, Electric Light, Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Princes' Buildings, 100 House Street.

Hongkong, 22nd July, 1902.

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, AND MOY.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 20th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, AND MOY.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 19th July, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond, which is lying at the Office of the Undersigned, and pay a deposit of 2 per cent. on the net value of their Cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LD., Agents.

Hongkong, 20th July, 1902.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIPHONIA" Captain Hildbrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 21st July, 1902.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I.A.E.C., Scotts' and Engineering Co., Ltd.

Used.

DOCK No. 1 (AT TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (AT MUKAHIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 54 "

Water on Blocks at Spring Tide... 22 "

PATENT SHIP (AT KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS, and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING, as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SA VAGE PLANT, READY AT SHORT NOTICE.

AVERAGE MARKET PRICES.

The Prices are given in Dollar Cents. A catty is 14 lbs., 1 pound 13.34 lbs.

BUTTERFIELD & SWIRE.

July 24th, 1902.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

SHEEP, PIGS, CATTLE, &c.

CARTRIDGES! CARTRIDGES!

**JUST LANDED: A NEW STOCK OF
ELEY'S and KYNOLDS SPORTING CARTRIDGES and NEWCASTLE
PHILLED SHOT.
30 BORE CARTRIDGES**

12

Wm. SCHMIDT & CO.
Gustavthal.
Dresden, 301 January, 1901

A NEW MAGAZINE
(To be Published Quarterly).
"THE EAST OF ASIA."
JUST ISSUED.

CONTAINING Articles of Special Interest,
Previously Illustrated, descriptions of the
People, Customs, &c., of the Far East.
Price \$1.50.
At Messrs. KELLY & WATSON, I.D.

THE AMERICAN SYSTEM
OF

Dr. M. H. CHAUN,
3, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. (638)

ON SALE.

66 COUNTINGS OF THE NAVAL

**I. GUNS and their Subsequent Use
with the
LADYSMITH RELIEF COLUMN.**
Being a Lecture by
CAPTAIN PERCY SCOTT.

and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
Price 31 and 81.50

DUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTE, WEGENER & CO.,
Sole Agents.
Hongkong, 174th May, 1935. [141]

NOTICE

WE have this day been appointed
AGENTS FOR HONGKONG
for the
TAIWAN STONE AND SHELL LIME
FACTORY, MACAU.

These Limes have been tested by experts, and
found to be SUPERIOR to ANY OTHER FOUND
IN CHINA. All houses should be lime-washed
with this Lime. It gives an odour of sweetness.

and other pestilent diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strength.

Orders will be received and testimonials can

C. E. WARREN & CO.,
30, DES VOUX ROAD CENTRAL.
Hongkong, 16th June, 1902. 1189

C. E. WARREN & CO.,
BUILDING CONTRACTORS,
30, DES VOUX ROAD CENTRAL.

ALL Kinds of SANITARY APPLI-
CATIONS.


AGENTS FOR MOSAIC TILES. (1819)
CAPROL & STEEL

Dr. J. C. WATSON'S PILLS
A Remedy for all Irregularities
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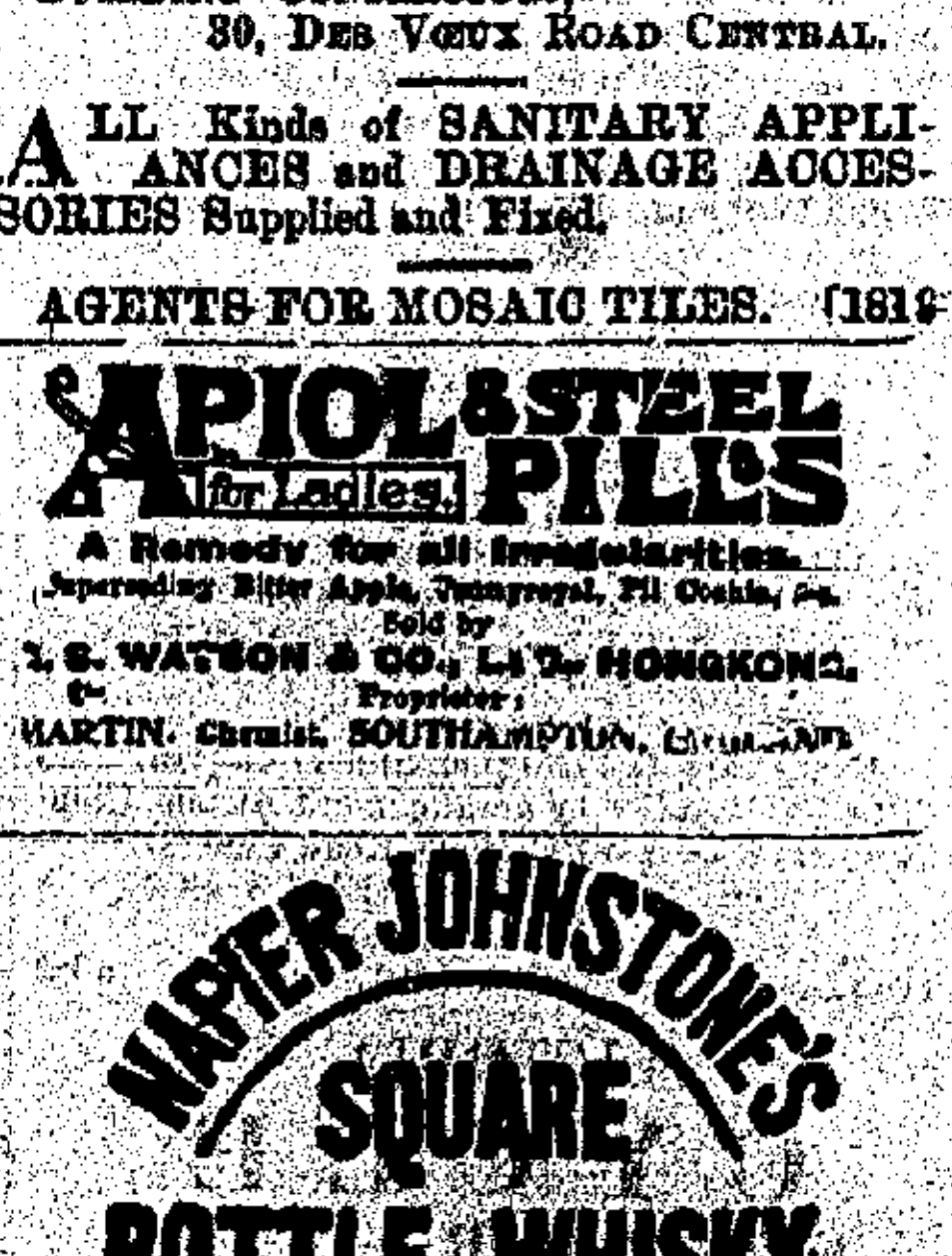
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